

He who finds success in business pushes his business.

# The Paducah Sun

He who gets new business Advertises persistently.

VOLUME VII—NUMBER 117

PADUCAH, KY., TUESDAY EVENING, MAY 7, 1901

10 CENTS PER WEEK

## THE STRIKES

Street Car Lines in New York Are Tied up by Strikes.

## ENGLISH COAL STRIKES

Big Fire at Dawson, Alaska—Young Lady Attempts Suicide From Humiliation.

## CHANGE IN PRESIDENT'S ITINERARY

Albany, N. Y., May 7.—The street car lines in Albany, Troy, Cohoes, Watervliet and Rensselaer are tied up by strikes.

## WILL BE RELEASED.

St. Paul, May 7.—The board of prison managers has voted to parole the Younger brothers, serving life sentences, and if the board of parole agrees, they will be released from prison.

## STRIKE IN LONDON

London, Eng., May 7.—It is believed that the conference of miners of the United Kingdom now in session will order a general strike of the import tax on coal.

## SNOW IN ENGLAND.

London, May 7.—A heavy snowfall all over England has greatly endangered the crops.

## FIRE AT DAWSON.

Tacoma, Wash., May 7.—Another fire at Dawson, Alaska, has wiped out several blocks.

## WAS NO LUNATIC.

Monticello, May 7.—Miss Martha Shelton was discharged after an investigation for lunacy yesterday. The humiliation weighed so on her mind that last night she poisoned herself.

## CHANGE IN ITINERARY.

Congress, Ariz., May 7.—President McKinley has made a slight change in his itinerary, stopping here half a day to view the great gold mines.

## JEWISH HOLIDAY

"SCHWOSCH" WILL BE CELEBRATED ON MAY 24.

The next Jewish holiday is "Schwosch" and is held on the 24th of May. In English, it would mean the same as Confirmation day and is generally celebrated with services at the temple.

During the last celebration of this holiday several Jewish boys were confirmed and the confirmation is generally celebrated by those confirmed with a reception at which wines and other beverages are served. This time there are no confirmations so far reported and therefore the celebrations will likely be more quiet than usual.

Rabbi Wolf and Bergman, as stated yesterday, have been called to officiate here.

## DEFENDANT WON

THE JEFF YOUNG CASE DECIDED IN CIRCUIT COURT.

The jury in the \$2,000 damage suit of Jeff Young, who sued the Illinois Central for injuries received by a switch engine striking an ice wagon standing in front of the ice factory on First street, and of which Young was driver, this morning about noon brought in a verdict in favor of the defendant.

Williams Bicycle Co. everything for cycles, Jefferson and Fifth streets. 2544

## DR. FRANK BOYD

OFFICE IN  
BROOK HILL BUILDING.  
Telephone—233  
Fourth and Broadway.  
Take the elevator.

## Our Compound Extract

of SARSAPARILLA

—WITH—

Iodide Potassium

THIS GREAT

Blood Purifier

—CURES—

Ulcers, Skin Eruptions, Rheumatism

—AND ALL—

Diseases Caused by Impurities of the Blood.

Guaranteed to give entire satisfaction

GARDNER'S DRUG STORE,

Third and Jefferson Street

## STOLEN SKIFF RECOVERED.

MAN IN JAIL AT METROPOLIS CHARGED WITH LARCENY.

Ed Hamilton, colored, who says he resides in Murray, was arrested in Brookport yesterday on a charge of stealing a skiff belonging to a gentleman named Jones at the McKinney Veneer company, of the city. The theft of the skiff was mentioned yesterday. He refused to return to Kentucky without a requisition and was lodged in jail at Metropolis.

## ALLEGED FORGER.

MAN WANTED AT MAYFIELD CAUGHT NEAR BOYDSVILLE.

Mayfield, May 7.—Albert Bolin, charged with forging warehouse receipts and who escaped from jail some time ago, was captured near Boydsville, Tenn. The capture was made by Will and Ed Stuntson. Bolin agreed to come back without a requisition and was landed in jail.

## POLICE COURT.

CASES TRIED THIS MORNING WERE FEW.

Charles Elliott Seems to be a Bad Egg—He is in Jail Again.

## CHARLES ELLIOTT, THE YOUNG MAN WHO

came here to join the Bucksin Bill show, and was arrested for forging an order on Mr. John Torrell for \$1.50 due for board, and subsequently leased, was again arrested this morning for obtaining money by false pretenses by selling a pair of patent leather shoes stolen from Charles Clark, to Mr. A. Rosenthal, claiming they were his property. The evidence was partially heard this morning and shows conclusively that Elliott is a bad egg. He had on a vest stolen from another man when taken into custody. He claims that he bought the shoes from a stranger [man], and is given until tomorrow to find to man, which of course he will fail to do.

Henry Minor, colored, who was fined \$10 and costs in the police court yesterday on a charge of striking Wm. Kelton with a stick, ran away from the chain gang, on which he was working out his fine yesterday afternoon, and was recaptured. This morning the judgment was doubled, making his sentence just twice as long as it would have been otherwise.

Will Woods, colored, charged with obtaining money by false pretenses by selling a stolen pair of shoes, waived examination this morning and was held to answer in the sum of \$300, going to jail in default of bond.

A breach of the peace case against John Williams was continued.

## GRAVE INJUSTICE.

The refusal of the council last night to grant saloon license to John Carr, at Ninth and Washington, and Frank Reynolds, at Seventh and Adams, has been freely discussed in police circles today, and seems to have created some little surprise.

Marshal Collins said today: "Of course had resorts have in the past been kept at both places, but Carr, who had been in his place but a short time, had run the most orderly house we ever had there. In fact there was nothing to complain of. He had good control of the negroes, and allowed no disorder."

"Reynolds was ordered some time ago to stop the dances that were given at his place every night, and did so. We have had no trouble with them, and I would not have recommended a refusal of their license."

Operator William Kinley, of Paducah, has been transferred to Memphis. The Fulton force has been cut down one man.

## POSTMASTER E. M. SARGENT, OF LITTLE

Cypress, who was hurt five or six months ago by the explosion of the Illinois Central boiler to the pump house, where he was engineer, has about recovered. He was in the railroad hospital here for several months. It is understood he was paid \$750 in settlement for injuries received.

## MR. J. R. MOORE, FORMERLY OF HENDERSON,

has arrived to take a clerkship in the Illinois Central freight department.

## THE CADIZ RAILROAD COMPANY HAS

purchased \$23,000 worth of relaying rails from the Louisville & Nashville railroad company, which is given a mortgage on the rails. The work on the road is reported to be progressing favorably, though hardly with the rapidity hoped for.

## SUPERINTENDENT OF MACHINERY OF THE

Illinois Central, Wm. Renshaw, arrived in the city this morning from the St. Louis division. He is on his regular inspection tour and his visit here is not relative to the threatened trouble with the machinists.

## MR. JOE RANDALL, THE WELL KNOWN

Illinois Central engineer, has just returned from Chicago, where he was sent as a delegate on the engineers' grievance committee. Mr. Randall said that he visited the machine shops of the company and from every source the indications pointed to a settlement of the machinists' demands without a strike. "I have been in the service of the Illinois Central for many years," he continued, "and every grievance the employees have ever presented has been satisfactorily settled without any trouble whatever and the Illinois Central has always done the right thing by its employees, so I can see no reason why a strike should result from the present demands of the machinists. It is the general opinion of the Chicago employees that no trouble will result. I do not belong to that department and of course cannot speak as an authority, but that is the general opinion of all I could hear during my visit in Chicago." Mr. Randall will return to Chicago Monday a week to attend the session of the general board of engineers.

Capt. John Y. Young arrived this morning from Cairo and relieved Capt. Sam Johnston on the transfer boat. Capt. Johnston will remain here for a few weeks and then probably go to Ohio to reside.

Mr. Dick Yeager, for years an employee of the Illinois Central in this city, died in Louisville last Friday. He left Paducah about four years ago and had been working in Louisville ever since. Mr. Yeager's many friends here will regret to learn of his death. The funeral took place Sunday at Bardonia. The deceased was born in Elizabethtown.

The export traffic of the Illinois Central has become so heavy that the Leyland Steamship line of Liverpool has decided to provide four steamers per week out of New Orleans for Liverpool.

A jury at Vicksburg, Miss., has awarded damages against the Yazoo and Mississippi Valley railroad for \$64,970 in favor of Lee Richardson & Co., whose warehouse was burned by sparks from a locomotive.

It is officially announced by the Illinois Central that a pension plan similar to the one now in force on the Pennsylvania will be inaugurated by that system on July 1. Each employee retired on account of age or incapacity will receive a pension ranging from 10 to 50 per cent. of his salary. To start with the company makes a cash gift of \$250,000 to the pension fund and will pay annually about \$100,000. All who have served ten years will be entitled to the benefits of the pension fund.

Operator William Kinley, of Paducah, has been transferred to Memphis. The Fulton force has been cut down one man.

Postmaster E. M. Sargent, of Little Cypress, who was hurt five or six months ago by the explosion of the Illinois Central boiler to the pump house, where he was engineer, has about recovered. He was in the railroad hospital here for several months. It is understood he was paid \$750 in settlement for injuries received.

Mr. J. R. Moore, formerly of Henderson, has arrived to take a clerkship in the Illinois Central freight department.

The Cadiz railroad company has purchased \$23,000 worth of relaying rails from the Louisville & Nashville railroad company, which is given a mortgage on the rails. The work on the road is reported to be progressing favorably, though hardly with the rapidity hoped for.

Superintendent of Machinery of the Illinois Central, Wm. Renshaw, arrived in the city this morning from the St. Louis division. He is on his regular inspection tour and his visit here is not relative to the threatened trouble with the machinists.

Mr. Joe Randall, the well known Illinois Central engineer, has just returned from Chicago, where he was sent as a delegate on the engineers' grievance committee. Mr. Randall said that he visited the machine shops of the company and from every source the indications pointed to a settlement of the machinists' demands without a strike. "I have been in the service of the Illinois Central for many years," he continued, "and every grievance the employees have ever presented has been satisfactorily settled without any trouble whatever and the Illinois Central has always done the right thing by its employees, so I can see no reason why a strike should result from the present demands of the machinists. It is the general opinion of the Chicago employees that no trouble will result. I do not belong to that department and of course cannot speak as an authority, but that is the general opinion of all I could hear during my visit in Chicago." Mr. Randall will return to Chicago Monday a week to attend the session of the general board of engineers.

Capt. John Y. Young arrived this morning from Cairo and relieved Capt. Sam Johnston on the transfer boat. Capt. Johnston will remain here for a few weeks and then probably go to Ohio to reside.

Mr. Dick Yeager, for years an employee of the Illinois Central in this city, died in Louisville last Friday. He left Paducah about four years ago and had been working in Louisville ever since. Mr. Yeager's many friends here will regret to learn of his death. The funeral took place Sunday at Bardonia. The deceased was born in Elizabethtown.

The export traffic of the Illinois Central has become so heavy that the Leyland Steamship line of Liverpool has decided to provide four steamers per week out of New Orleans for Liverpool.

A jury at Vicksburg, Miss., has awarded damages against the Yazoo and Mississippi Valley railroad for \$64,970 in favor of Lee Richardson & Co., whose warehouse was burned by sparks from a locomotive.

It is officially announced by the Illinois Central that a pension plan similar to the one now in force on the Pennsylvania will be inaugurated by that system on July 1. Each employee retired on account of age or incapacity will receive a pension ranging from 10 to 50 per cent. of his salary. To start with the company makes a cash gift of \$250,000 to the pension fund and will pay annually about \$100,000. All who have served ten years will be entitled to the benefits of the pension fund.

Operator William Kinley, of Paducah, has been transferred to Memphis. The Fulton force has been cut down one man.

Postmaster E. M. Sargent, of Little Cypress, who was hurt five or six months ago by the explosion of the Illinois Central boiler to the pump house, where he was engineer, has about recovered. He was in the railroad hospital here for several months. It is understood he was paid \$750 in settlement for injuries received.

Mr. J. R. Moore, formerly of Henderson, has arrived to take a clerkship in the Illinois Central freight department.

The Cadiz railroad company has purchased \$23,000 worth of relaying rails from the Louisville & Nashville railroad company, which is given a mortgage on the rails. The work on the road is reported to be progressing favorably, though hardly with the rapidity hoped for.

Superintendent of Machinery of the Illinois Central, Wm. Renshaw, arrived in the city this morning from the St. Louis division. He is on his regular inspection tour and his visit here is not relative to the threatened trouble with the machinists.

Mr. Joe Randall, the well known Illinois Central engineer, has just returned from Chicago, where he was sent as a delegate on the engineers' grievance committee. Mr. Randall said that he visited the machine shops of the company and from every source the indications pointed to a settlement of the machinists' demands without a strike. "I have been in the service of the Illinois Central for many years," he continued, "and every grievance the employees have ever presented has been satisfactorily settled without any trouble whatever and the Illinois Central has always done the right thing by its employees, so I can see no reason why a strike should result from the present demands of the machinists. It is the general opinion of the Chicago employees that no trouble will result. I do not belong to that department and of course cannot speak as an authority, but that is the general opinion of all I could hear during my visit in Chicago." Mr. Randall will return to Chicago Monday a week to attend the session of the general board of engineers.

Capt. John Y. Young arrived this morning from Cairo and relieved Capt. Sam Johnston on the transfer boat. Capt. Johnston will remain here for a few weeks and then probably go to Ohio to reside.

Mr. Dick Yeager, for years an employee of the Illinois Central in this city, died in Louisville last Friday. He left Paducah about four years ago and had been working in Louisville ever since. Mr. Yeager's many friends here will regret to learn of his death. The funeral took place Sunday at Bardonia. The deceased was born in Elizabethtown.

The export traffic of the Illinois Central has become so heavy that the Leyland Steamship line of Liverpool has decided to provide four steamers per week out of New Orleans for Liverpool.

A jury at Vicksburg, Miss., has awarded damages against the Yazoo and Mississippi Valley railroad for \$64,970 in favor of Lee Richardson & Co., whose warehouse was burned by sparks from a locomotive.

It is officially announced by the Illinois Central that a pension plan similar to the one now in force on the Pennsylvania will be inaugurated by that system on July 1. Each employee retired on account of age or incapacity will receive a pension ranging from 10 to 50 per cent. of his salary. To start with the company makes a cash gift of \$250,000 to the pension fund and will pay annually about \$100,000. All who have served ten years will be entitled to the benefits of the pension fund.

Operator William Kinley, of Paducah, has been transferred to Memphis. The Fulton force has been cut down one man.

Postmaster E. M. Sargent, of Little Cypress, who was hurt five or six months ago by the explosion of the Illinois Central boiler to the pump house, where he was engineer, has about recovered. He was in the railroad hospital here for several months. It is understood he was paid \$750 in settlement for injuries received.

Mr. J. R. Moore, formerly of Henderson, has arrived to take a clerkship in the Illinois Central freight department.

The Cadiz railroad company has purchased \$23,000 worth of relaying rails from the Louisville & Nashville railroad company, which is given a mortgage on the rails. The work on the road is reported to be progressing favorably, though hardly with the rapidity hoped for.

Superintendent of Machinery of the Illinois Central, Wm. Renshaw, arrived in the city this morning from the St. Louis division. He is on his regular inspection tour and his visit here is not relative to the threatened trouble with the machinists.

Mr. Joe Randall, the well known Illinois Central engineer, has just returned from Chicago, where he was sent as a delegate on the engineers' grievance committee. Mr. Randall said that he visited the machine shops of the company and from every source the indications pointed to a settlement of the machinists' demands without a strike. "I have been in the service of the Illinois Central for many years," he continued, "and every grievance the employees have ever presented has been satisfactorily settled without any trouble whatever and the Illinois Central has always done the right thing by its employees, so I can see no reason why a strike should result from the present demands of the machinists. It is the general opinion of the Chicago employees that no trouble will result. I do not belong to that department and of course cannot speak as an authority, but that is the general opinion of all I could hear during my visit in Chicago." Mr. Randall will return to Chicago Monday a week to attend the session of the general board of engineers.

Capt. John Y. Young arrived this morning from Cairo and relieved Capt. Sam Johnston on the transfer boat. Capt. Johnston will remain here for a few weeks and then probably go to Ohio to reside.

Mr. Dick Yeager, for years an employee of the Illinois Central in this city, died in Louisville last Friday. He left Paducah about four years ago and had been working in Louisville ever since. Mr. Yeager's many friends here will regret to learn of his death. The funeral took place Sunday at Bardonia. The deceased was born in Elizabethtown.

The export traffic of the Illinois Central has become so heavy that the Leyland Steamship line of Liverpool has decided to provide four steamers per week out of New Orleans for Liverpool.

A jury at Vicksburg, Miss., has awarded damages against the Yazoo and Mississippi Valley railroad for \$64,970 in favor of Lee Richardson & Co., whose warehouse was burned by sparks from a locomotive.

It is officially announced by the Illinois Central that a pension plan similar to the one now in force on the Pennsylvania will be inaugurated by that system on July 1. Each employee retired on account of age or incapacity will receive a pension ranging from 10 to 50 per cent. of his salary. To start with the company makes a cash gift of \$250,000 to the pension fund and will pay annually about \$100,000. All who have served ten years will be entitled to the benefits of the pension fund.

Operator William Kinley, of Paducah, has been transferred to Memphis. The Fulton force has been cut down one man.

Postmaster E. M. Sargent, of Little Cypress, who was hurt five or six months ago by the explosion of the Illinois Central boiler to the pump house, where he was engineer, has about recovered. He was in the railroad hospital here for several months. It is understood he was paid \$750 in settlement for injuries received.

Mr. J. R. Moore, formerly of Henderson, has arrived to take a clerkship in the Illinois Central freight department.

The Cadiz railroad company has purchased \$23,000 worth of relaying rails from the Louisville & Nashville railroad company, which is given a mortgage on the rails. The work on the road is reported to be progressing favorably, though hardly with the rapidity hoped for.

Superintendent of Machinery of the Illinois Central, Wm. Renshaw, arrived in the city this morning from the St. Louis division. He is on his regular inspection tour and his visit here is not relative to the threatened trouble with the machinists.

Mr. Joe Randall, the well known Illinois Central engineer, has just returned from Chicago, where he was sent as a delegate on the engineers' grievance committee. Mr. Randall said that he visited the machine shops of the company and from every source the indications pointed to a settlement of the machinists' demands without a strike. "I have been in the service of the Illinois Central for many years," he continued, "and every grievance the employees have ever presented has been satisfactorily settled without any trouble whatever and the Illinois Central has always done the right thing by its employees, so I can see no reason why a strike should result from the present demands of the machinists. It is the general opinion of the Chicago employees that no trouble will result. I do not belong to that department and of course cannot speak as an authority, but that is the general opinion of all I could hear during my visit in Chicago." Mr. Randall will return to Chicago Monday a week to attend the session of the general board of engineers.

Capt. John Y. Young arrived this morning from Cairo and relieved Capt. Sam Johnston on the transfer boat. Capt. Johnston will remain here for a few weeks and then probably go to Ohio to reside.

Mr. Dick Yeager, for years an employee of the Illinois Central in this city, died in Louisville last Friday. He left Paducah about four years ago and had been working in Louisville ever since. Mr. Yeager's many friends here will regret to learn of his death. The funeral took place Sunday at Bardonia. The deceased was born in Elizabethtown.

The export traffic of the Illinois Central has become so heavy that the Leyland Steamship line of Liverpool has decided to provide four steamers per week out of New Orleans for Liverpool.

A jury at Vicksburg, Miss., has awarded damages against the Yazoo and Mississippi Valley railroad for \$64,970 in favor of Lee Richardson & Co., whose warehouse was burned by sparks from a locomotive.

It is officially announced by the Illinois Central that a pension plan similar to the one now in force on the Pennsylvania will be inaugurated by that system on July 1. Each employee retired on account of age or incapacity will receive a pension ranging from 10 to 50 per cent. of his salary. To start with the company makes a cash gift of \$250,000 to the pension fund and will pay annually about \$100,000. All who have served ten years will be entitled to the benefits of the pension fund.

Operator William Kinley, of Paducah, has been transferred to Memphis. The Fulton force has been cut down one man.

Postmaster E. M. Sargent, of Little Cypress, who was hurt five or six months ago by the explosion of the Illinois Central boiler to the pump house, where he was engineer, has about recovered. He was in the railroad hospital here for several months. It is understood he was paid \$750 in settlement for injuries received.

Mr. J. R. Moore, formerly of Henderson, has arrived to take a clerkship in the Illinois Central freight department.

The Cadiz railroad company has purchased \$23,000 worth of relaying rails from the Louisville & Nashville railroad company, which is given a mortgage on the rails. The work on the road is reported to be progressing favorably, though hardly with the rapidity hoped for.

Superintendent of Machinery of the Illinois Central, Wm. Renshaw, arrived in the city this morning from the St. Louis division. He is on his regular inspection tour and his visit here is not relative to the threatened trouble with the machinists.

Mr. Joe Randall, the well known Illinois Central engineer, has just returned from Chicago, where he was sent as a delegate on the engineers' grievance committee. Mr. Randall said that he visited the machine shops of the company and from every source the indications pointed to a settlement of the machinists' demands without a strike. "I have been in the service of the Illinois Central for many years," he continued, "and every grievance the employees have ever presented has been satisfactorily settled without any trouble whatever and the Illinois Central has always done the right thing by its employees, so I can see no reason why a strike should result from the present demands of the machinists. It is the general opinion of the Chicago employees that no trouble will result. I do not belong to that department and of course cannot speak as an authority, but that is the general opinion of all I could hear during my visit in Chicago." Mr. Randall will return to Chicago Monday a week to attend the session of the general board of engineers.

Capt. John Y. Young arrived this morning from Cairo and relieved Capt. Sam Johnston on the transfer boat. Capt. Johnston will remain here for a few weeks and then probably go to Ohio to reside.

Mr. Dick Yeager, for years an employee of the Illinois Central in this city, died in Louisville last Friday. He left Paducah about four years ago and had been working in Louisville ever since. Mr. Yeager's many friends here will regret to learn of his death. The funeral took place Sunday at Bardonia. The deceased was born in Elizabethtown.

The export traffic of the Illinois Central has become so heavy that the Leyland Steamship line of Liverpool has decided to provide four steamers per week out of New Orleans for Liverpool.

A jury at Vicksburg, Miss., has awarded damages against the Yazoo and Mississippi Valley railroad for \$64,970 in favor of Lee Richardson & Co., whose warehouse was burned by sparks from a locomotive.

It is officially announced by the Illinois Central that a pension plan similar to the one now in force on the Pennsylvania will be inaugurated by that system on July 1. Each employee retired on account of age or incapacity will receive a pension ranging from 10 to 50 per cent. of his salary. To start with the company makes a cash gift of \$250,000 to the pension fund and will pay annually about \$100,000. All who have served ten years will be entitled to the benefits of the pension fund.

Operator William Kinley, of Paducah, has been transferred to Memphis. The Fulton force has been cut down one man.

Postmaster E. M. Sargent, of Little Cypress, who was hurt five or six months ago by the explosion of the Illinois Central boiler to the pump house, where he was engineer, has about recovered. He was in the railroad hospital here for several months. It is understood he was paid \$750 in settlement for injuries received.

Mr. J. R. Moore, formerly of Henderson, has arrived to take a clerkship in the Illinois Central freight department.

The Cadiz railroad company has purchased \$23,000 worth of relaying rails from the Louisville & Nashville railroad company, which is given a mortgage on the rails. The work on the road is reported to be progressing favorably, though hardly with the rapidity hoped for.

Superintendent of Machinery of the Illinois Central, Wm. Renshaw, arrived in the city this morning from the St. Louis division. He is on his regular inspection tour and his visit here is not relative to the threatened trouble with the machinists.

Mr. Joe Randall, the well known Illinois Central engineer, has just returned from Chicago, where he was sent as a delegate on the engineers' grievance committee. Mr. Randall said that he visited the machine shops of the company and from every source the indications pointed to a settlement of the machinists' demands without a strike. "I have been in the service of the Illinois Central for many years," he continued, "and every grievance the employees have ever presented has been satisfactorily settled without any trouble whatever and the Illinois Central has always done the right thing by its employees, so I can see no reason why a strike should result from the present demands of the machinists. It is the general opinion of the Chicago employees that no trouble will result. I do not belong to that department and of course cannot speak as an authority, but that is the general opinion of all I could hear during my visit in Chicago." Mr. Randall will return to Chicago Monday a week to attend the session of the general board of engineers.

Capt. John Y. Young arrived this morning from Cairo and relieved Capt. Sam Johnston on the transfer boat. Capt. Johnston will remain here for a few weeks and then probably go to Ohio to reside.

Mr. Dick Yeager, for years an employee of the Illinois Central in this city, died in Louisville last Friday. He left Paducah about four years ago and had been working in Louisville ever since. Mr. Yeager's many friends here will regret to learn of his death. The funeral took place Sunday at Bardonia. The deceased was born in Elizabethtown.

The export traffic of the Illinois Central has become so heavy that the Leyland Steamship line of Liverpool has decided to provide four steamers per week out of New Orleans for Liverpool.

A jury at Vicksburg, Miss., has awarded damages against the Yazoo and Mississippi Valley railroad for \$64,970 in favor of Lee Richardson & Co., whose warehouse was burned by sparks from a locomotive.

It is officially announced by the Illinois Central that a pension plan similar to the one now in force on the Pennsylvania will be inaugurated by that system on July 1. Each employee retired on account of age or incapacity will receive a pension ranging from 10 to 50 per cent. of his salary. To start with the company makes a cash gift of \$250,000 to the pension fund and will pay annually about \$100,000. All who have served ten years will be entitled to the benefits of the pension fund.

Operator William Kinley, of Paducah, has been transferred to Memphis. The Fulton force has been cut down one man.

Postmaster E. M. Sargent, of Little Cypress, who was hurt five or six months ago by the explosion of the Illinois Central boiler to the pump house, where he was engineer, has about recovered. He was in the railroad hospital here for several months. It is understood he was paid \$750 in settlement for injuries received.

Mr. J. R. Moore, formerly of Henderson, has arrived to take a clerkship in the Illinois Central freight department.

The Cadiz railroad company has purchased \$23,000 worth of relaying rails from the Louisville & Nashville railroad company, which is given a mortgage on the rails. The work on the road is reported to be progressing favorably, though hardly with the rapidity hoped for.

Superintendent of Machinery of the Illinois Central, Wm. Renshaw, arrived in the city this morning from the St. Louis division. He is on his regular inspection tour and his visit here is not relative to the threatened trouble with the machinists.

Mr. Joe Randall, the well known Illinois Central engineer, has just returned from Chicago, where he was sent as a delegate on the engineers' grievance committee. Mr. Randall said that he visited the machine shops of the company and from every source the indications pointed to a settlement of the machinists' demands without a strike. "I have been in the service of the Illinois Central for many years," he continued, "and every grievance the employees have ever presented has been satisfactorily settled without any trouble whatever and the Illinois Central has always done the right thing by its employees, so I can see no reason why a strike should result from the present demands of the machinists. It is the general opinion of the Chicago employees that no trouble will result. I do not belong to that department and of course cannot speak as an authority, but that is the general opinion of all I could hear during my visit in Chicago." Mr. Randall will return to Chicago Monday a week to attend the session of the general board of engineers.

Capt. John Y. Young arrived this morning from Cairo and relieved Capt. Sam Johnston on the transfer boat. Capt. Johnston will remain here for a few weeks and then probably go to Ohio to reside.

Mr. Dick Yeager, for years an employee of the Illinois Central in this city, died in Louisville last Friday.